

in the late nineteenth and early twentieth centuries, she has produced a thoughtful study.

Logs and Lumber is basically frontier history, but because its subject matter is industrial, it is difficult to find a suitable framework of analysis. Adopting the institutional interpretation of "merchants and manufacturers," the activities of loggers and lumbermen are viewed as responses to an imperfect market. In an era of abundant resources, low cost of entry, seasonal working activities, dependence on water transportation, and a growing local population, men who processed low-value bulky lumber operated under uncertain conditions. Small millmen either remained content to sell locally or went in and out of business according to economic fluctuations. Larger scale entrepreneurs attempted to integrate backwards and forwards acquiring land, contracting with loggers, installing improved technology, introducing steam power, and developing marketing strategies. Small and large co-existed. There was no single firm or group dominating production, though the commercial lumber industry as a whole dominated the economy of the Wolverine state.

The overall pattern is clear, but the details are often incomplete or tentative. Benson is correct to hedge many of her quantitative statements, knowing that the information is not robust enough for sophisticated analysis, but she will leave her readers less satisfied than did her earlier counterparts, Agnes Larson and Robert Fries, who wrote on the Minnesota and Wisconsin pine industries in 1949 and 1951 respectively. It is a pity that the theoretical and methodological outpourings of the "second social science revolution" have weakened the statements of well-researched midwestern monographs. It is also a pity that this enterprising study has been shortchanged in its editorial process. The absence of an index, titles to illustrations, and full headings or footings on some tables detracts from the quality and perseverance of the research.

MARGARET WALSH, Department of Economic History, University of Birmingham, Birmingham, England, is currently working on the history of the long-distance bus industry in the United States, a topic on which she has published several articles.

Border Diplomacy: The Caroline and McLeod Affairs in Anglo-American-Canadian Relations, 1837-1842. By Kenneth R. Stevens. (Tuscaloosa: University of Alabama Press, 1989. Pp. xii, 225. Map, illustrations, notes, bibliography, index. \$36.95.)

Border Diplomacy is a carefully detailed and documented analysis of the *Caroline* affair and the ensuing problems that led the United States and British to the brink of war in the early 1840s. Kenneth R. Stevens has followed the complicated chronology with explicit care for each and every occurrence, carefully out-

lining the manner in which states' rights arguments complicated foreign relations during the 1830–1860 period. The book is also thorough in describing the effect of Anglo-American disagreements upon the affairs of other major nations. Stevens clearly indicates why the king of France was concerned and the czar of Russia offered to mediate the McLeod affair (p. 99).

Where the work falls short is in presenting the Canadian perspective as different from either the British or American. Even though Canada did not assume Dominion status until 1867, Canadians were developing unique views during the early nineteenth century. Stevens's statement that "The *Caroline* affair had been an affront to honor that rankled even peace-loving Americans, and official British unconcern compounded the situation" (p. 156), entirely ignores the well-founded Canadian fear that the affair would be settled by an American demand for grants (from Britain) of Canadian land.

Another unfortunate omission is the background in British North America that preceded the 1837 rebellions. Although Stevens correctly indicates uprisings in both Upper and Lower Canada, he neglects to explain why there was little popular support for either movement. There is no mention of Louis-Joseph Papineau, who led the movement in Lower Canada. Material about William Lyon Mackenzie, the eccentric leader of the Upper Canada insurrection, is much too sparse considering his post-rebellion life and the influence he had on his grandson, William Lyon Mackenzie King, later prime minister of Canada. Nevertheless, *Border Diplomacy* is an interesting and welcome contribution to a neglected portion of American history.

HELEN JEAN NUGENT began the Canadian Studies Program at Franklin College, Franklin, Indiana, in 1984 and continues there as director of Canadian studies and associate professor of history. Currently she is researching the background of early Indiana settlers.

No Better Place to Die: The Battle of Stones River. By Peter Cozzens. (Urbana: University of Illinois Press, 1990. Pp. xi, 281. Maps, illustrations, appendix, notes, bibliography, indexes. \$24.95.)

Peter Cozzens, an officer in the Department of State, provides the first scholarly brigade-by-brigade analysis of the Battle of Stones River, Murfreesboro, Tennessee, waged from December 31, 1862, to January 2, 1863. Indiana soldiers fought in every significant encounter, and through the text and eleven excellent maps, the reader can locate and follow individual regiments throughout the battle. Indiana gunners were in the massed artillery that enfiladed attacking Confederates in the decisive action at 4:00 P.M. on the last day. There is discussion of the strategic background, along